BookletChart™

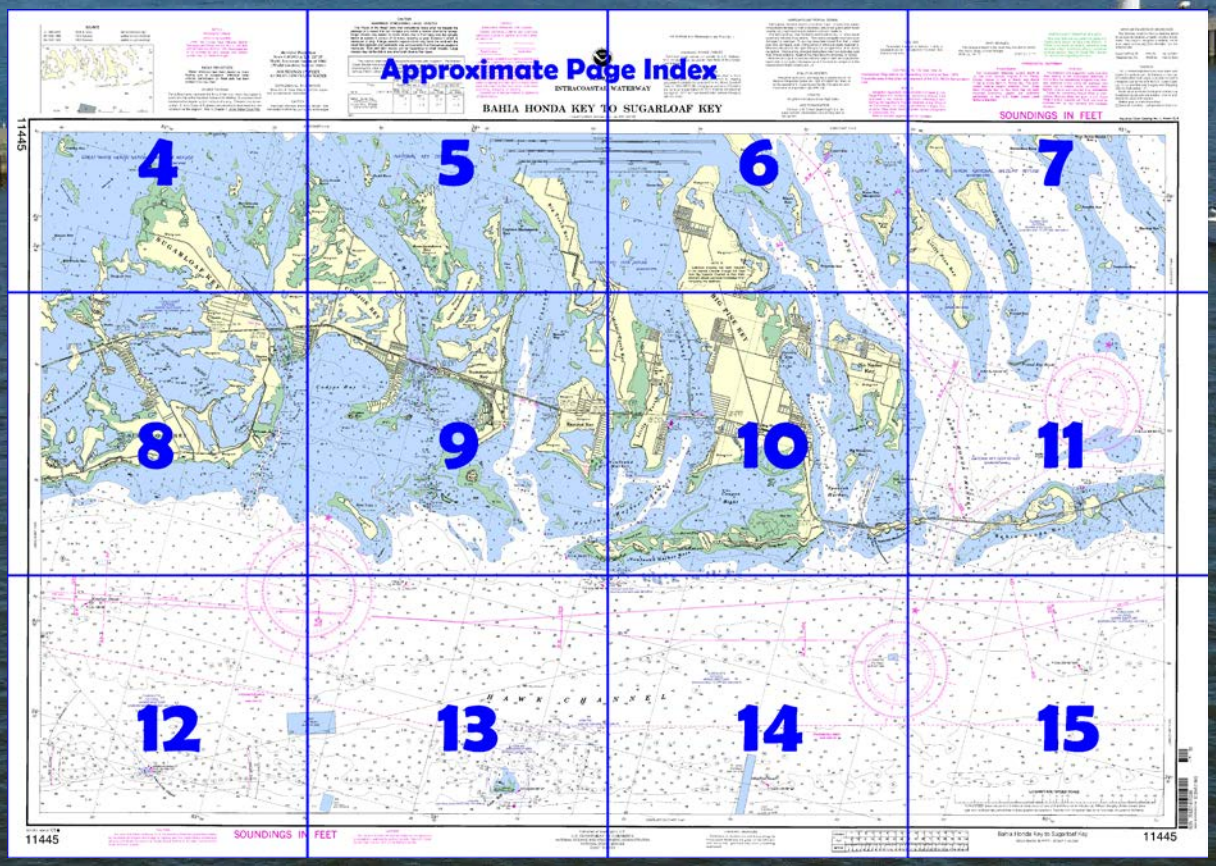
Intracoastal Waterway – Bahia Honda Key to Sugarloaf Key

NOAA Chart 11445

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

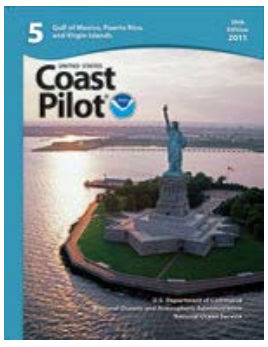
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11445.



(Selected Excerpts from Coast Pilot)

Sombrero Key Light (24°37'40"N., 81°06'39"W.), 142 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation, enclosing a square dwelling and stair cylinder; a racon is at the light.

Moser Channel is northwestward of Sombrero Key Light and 95 miles southwestward of Miami. It affords a passage for vessels of 7 to 8 feet in draft between the Florida Keys from the Straits of Florida to Florida Bay. The swing span of Seven Mile Bridge across Moser Channel has been removed; however, the bridge piers remain. The fixed highway bridge close south of the former swing span has a clearance of 65 feet. The tidal current at the bridge has a velocity of about 1.4 to 1.8 knots. Wind effects modify the current velocity considerably at times; easterly winds tend to increase the northward flow and westerly winds the southward flow. Overfalls that may swamp a small boat are said to occur near the bridge at times of large tides. (For predictions, see the Tidal Current Tables.)

Route.–A route with a reported controlling depth of 8 feet, in July 1975, from the Straits of Florida via the Moser Channel to the Gulf of Mexico is as follows: From a point 0.5 mile 336° from the center of the bridge, pass 200 yards west of the light on Red Bay Bank, thence 0.4 mile east of the light on Bullard Bank, thence to a position 3 miles west of Northwest Cape of Cape Sable (chart 11431), thence to destination.

Bahia Honda Channel (Bahia Honda), 10 miles northwestward of Sombrero Key and between Bahia Honda Key on the east and **Scout Key** on the west, is the deepest channel between the Straits of Florida and Florida Bay. In 1983, the reported controlling depth was 8 feet from Hawk Channel to Little Pine Key. The passage is crossed by three fixed highway bridges. The southernmost has a clearance of 20 feet over the channel and unlimited vertical clearances at an opening at each end. Mariners are advised to navigate with extreme caution as falling and hanging debris exits in the area. The twin bridges to northward have a clearance of 23 feet over the channel. The direction of the current should be carefully watched when turning northwestward after passing under the bridges in order to avoid being grounded on the banks on either side of the channel. These banks are usually visible. Currents through the passage average 2 knots or more at strength. (For predictions at the southernmost bridge, see the Tidal Current Tables.)

From Bahia Honda Channel, vessels may proceed via Big Spanish Channel to the Gulf of Mexico as described in chapter 12.

A marina with two boat basins is at the Bahia Honda State Park, on the bayside and near the western end of **Bahia Honda Key**. In 1981, depths of 4 feet were reported in the unmarked entrance channel, with 7 to 15 feet in the basins. Berths with electricity, water, ice, and a launching ramp are available.

A marina on the northwest side of **Ohio Key,** northeast of Bahia Honda Key, provides berths, gasoline, diesel fuel, water, electricity, ice, limited marine supplies, and a launching ramp; a forklift can handle craft to 23 feet. In 1981, the reported controlling depth was 6 feet in the privately marked entrance channel with 5 to 6 feet reported alongside the berths.

Newfound Harbor Keys Anchorage, 16 miles westward of Sombrero Key Light, is in depths of 19 to 22 feet in the channel northeastward of the light at the west end of the keys. **Newfound Harbor Channel** to the northward is clearly defined by the appearance of the water, and is marked by a light and daybeacons. A strong current sets fair with the channel. In 1983, the reported controlling depth was 4 feet to the western of two bridges at the head, 3.4 miles above the entrance. Clearances at the bridges are 15 feet under the westerly span and 9 feet under the easterly span.

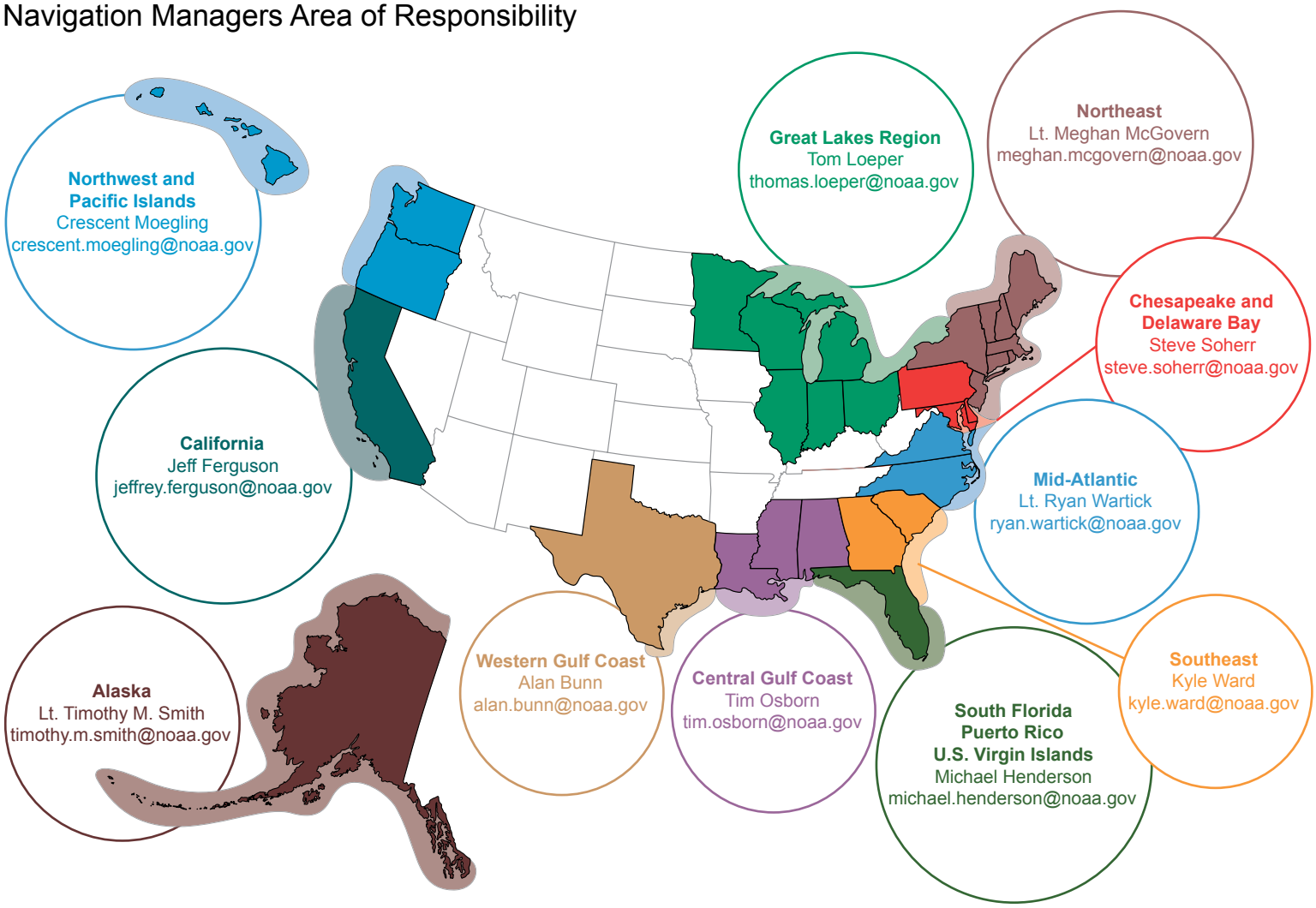
A marina is on the west side of **Big Pine Key** about 0.25 mile south of the easterly span. Gasoline, diesel fuel, water, ice, marine supplies, a 2½-ton forklift, and minor hull and engine repairs are available. In 1981, a depth of 3 feet was reported available to the marina.

A marina on the east side of **Little Torch Key,** just south of the westerly span, provides berths with electricity, gasoline, diesel fuel, water, ice, and a launching ramp are available. In 1991, depths of 4 feet were reported in the approach with 10 feet alongside the berths.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

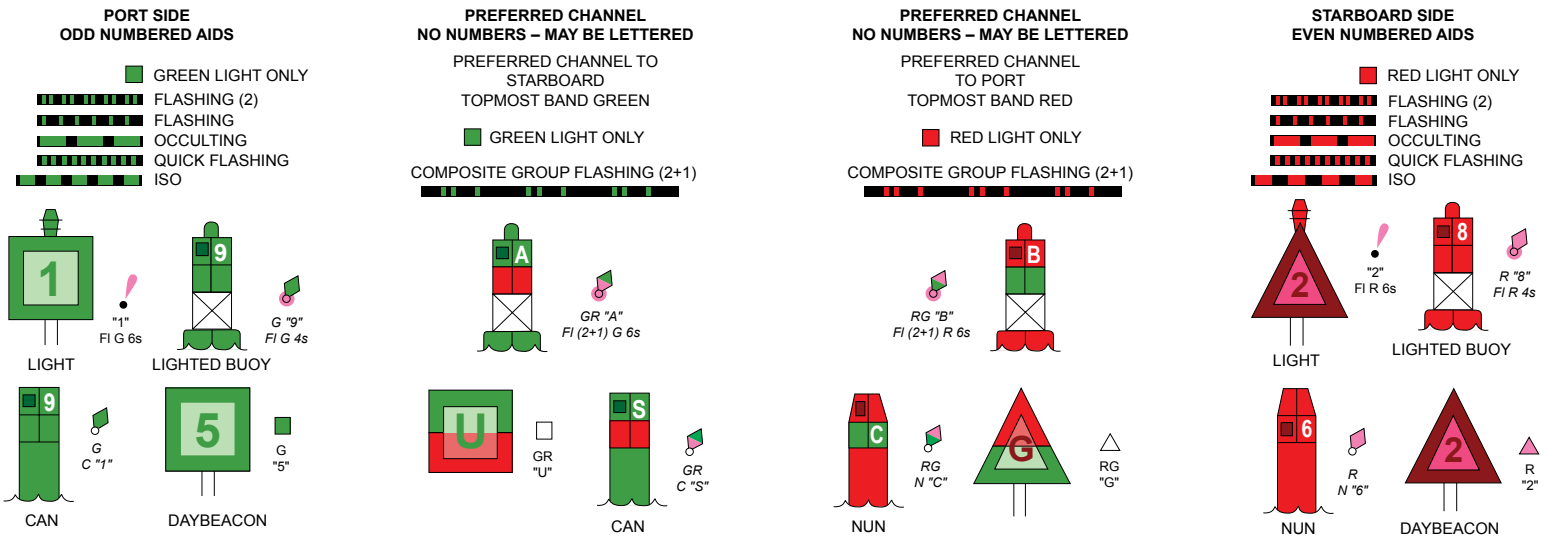


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

11445

SOURCE

B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage

COLREGS, 80.740 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

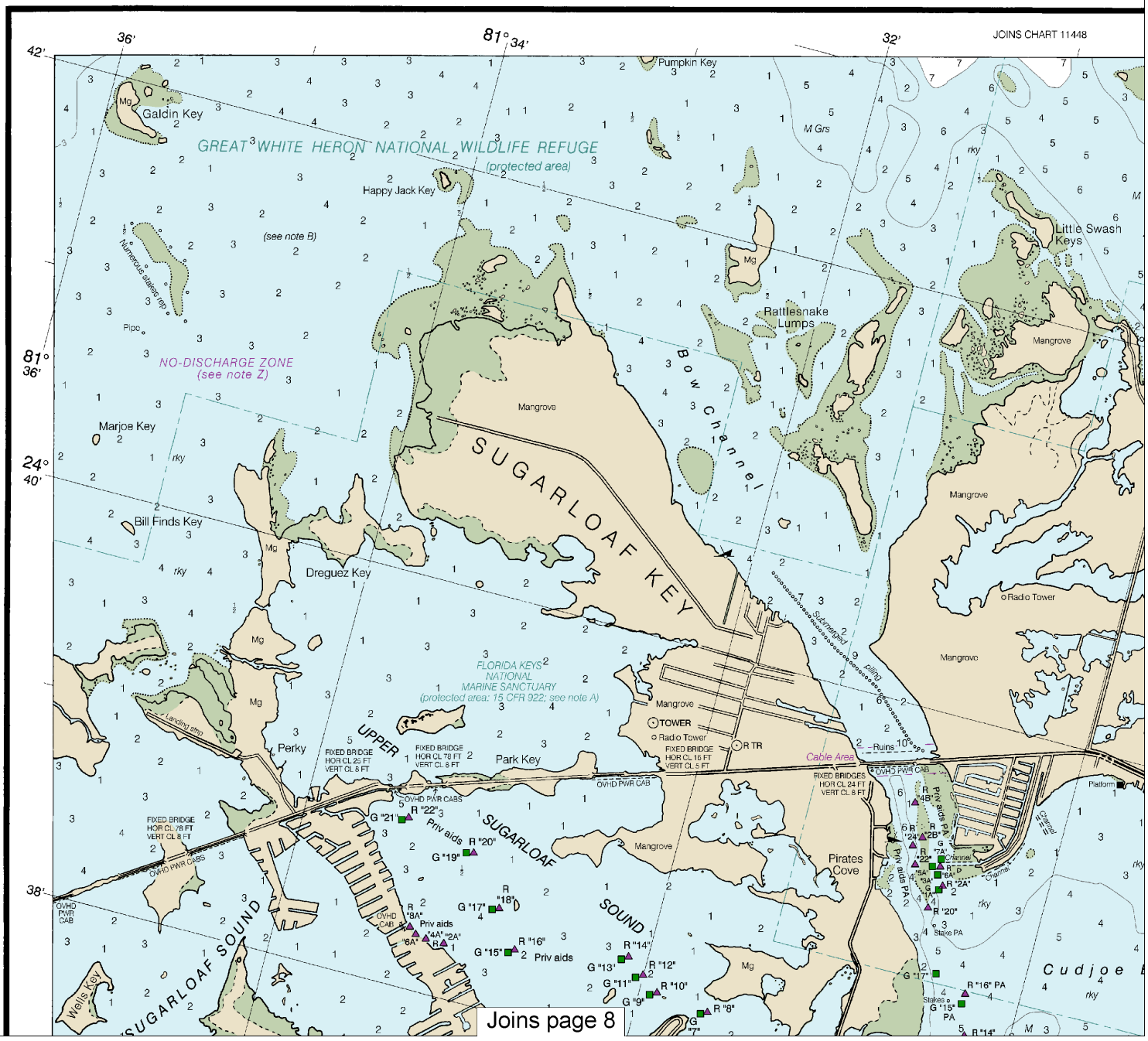
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

JOINS CHART 11448



Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

NOTE D

PROHIBITED AREAS

(Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act. Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

FLORIDA - INTRACOASTAL WATERWAY

BAHIA HONDA KEY TO SUGARL

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 and 5 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

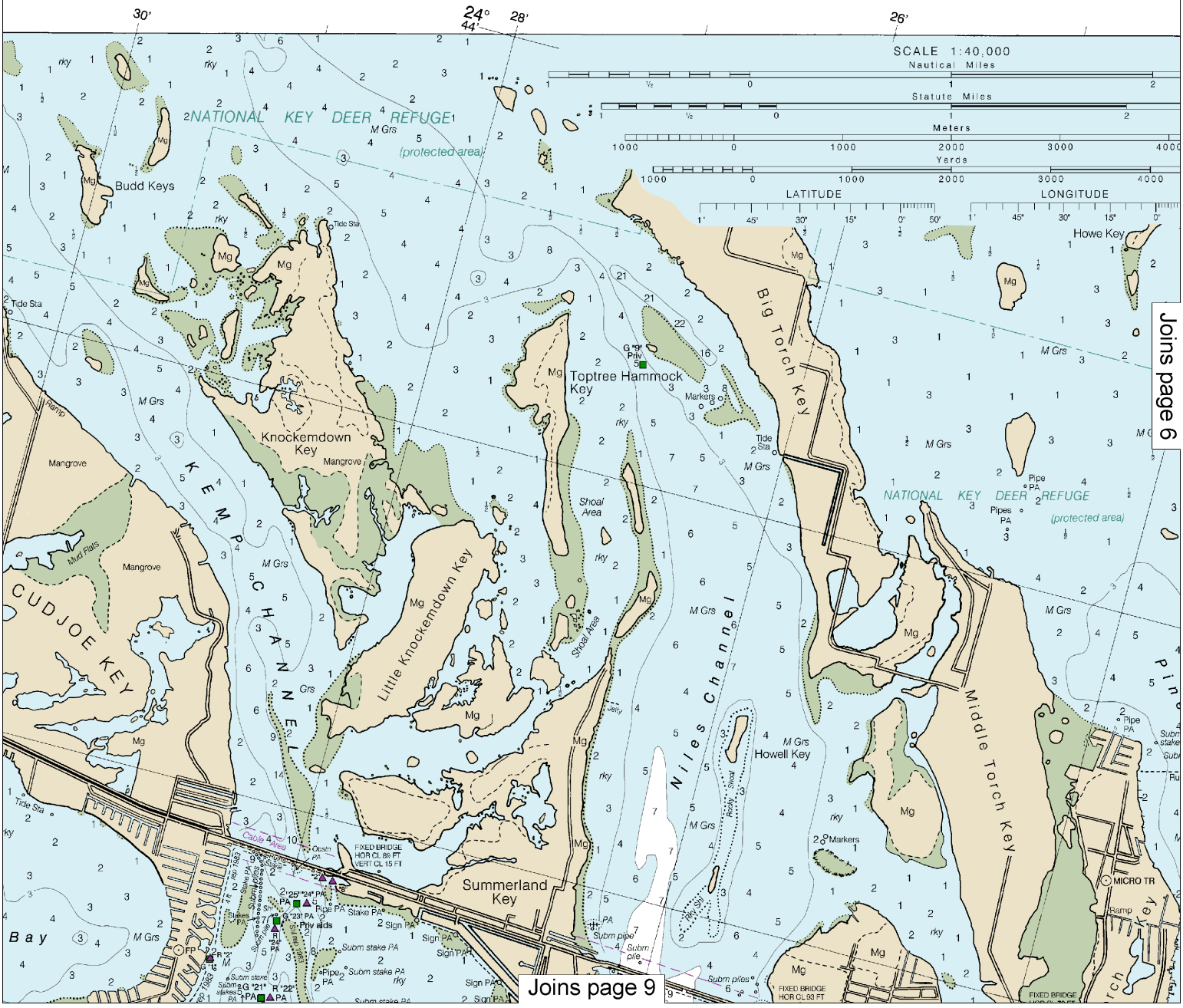
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Mercator Projection
Scale 1:40,000 at Lat. 24°38'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C & GS 853, 1st Combined Ed., Apr. 1959 KAPP 329



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

FLORIDA - INTRACOASTAL WATERWAY

A HONDA KEY TO SUGARLOAF KEY

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Mercator Projection
Scale 1:40,000 at Lat. 24°38'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C & GS 853, 1st Combined Ed., Apr. 1959 KAPP 329

For Symbols and Abbreviations see Chart No.1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.521" northward and 0.685" eastward to agree with this chart.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may c
considerable damage to marine structures, aids to navigation and m
vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect a
conditions following these storms. Fixed aids to navigation may have
damaged or destroyed. Buoys may have been moved from their ch
positions, damaged, sunk, extinguished or otherwise made inoper
Mariners should not rely upon the position or operation of an a
navigation. Wrecks and submerged obstructions may have been disp
from charted locations. Pipelines may have become uncovered or mov
Mariners are urged to exercise extreme caution and are request
report aids to navigation discrepancies and hazards to navigation t
nearest United States Coast Guard unit.

POLLUTION REPORTS

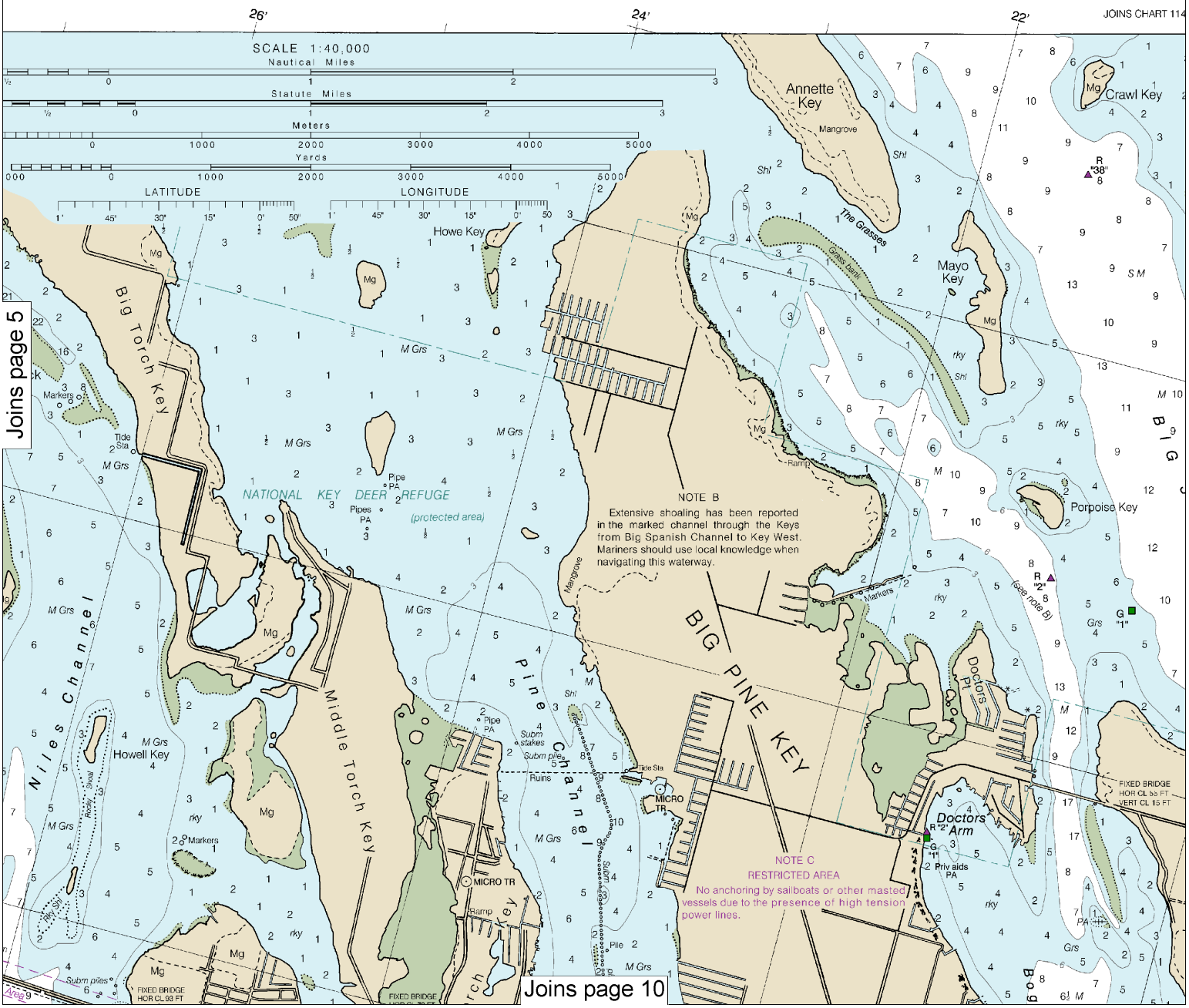
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.



Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4 & 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander 7th Coast Guard District in Miami, Florida, or at the office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html.

OVERHEAD POWER CABLES

Overhead power cables run parallel to U.S. Highway No. 1. All clearances are greater than those of the charted fixed bridges.

FIXED BRIDGES

The bridges between Little Duck Key and Bahia Honda Key are a series of fixed bridges.
HOR CL 14 FT
VERT CL 7 FT

PARTICULARLY SENSITIVE SEA AREA

This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Teatable Key, FL	WWG-60	162.450 MHz
Key West, FL	WXJ-95	162.400 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

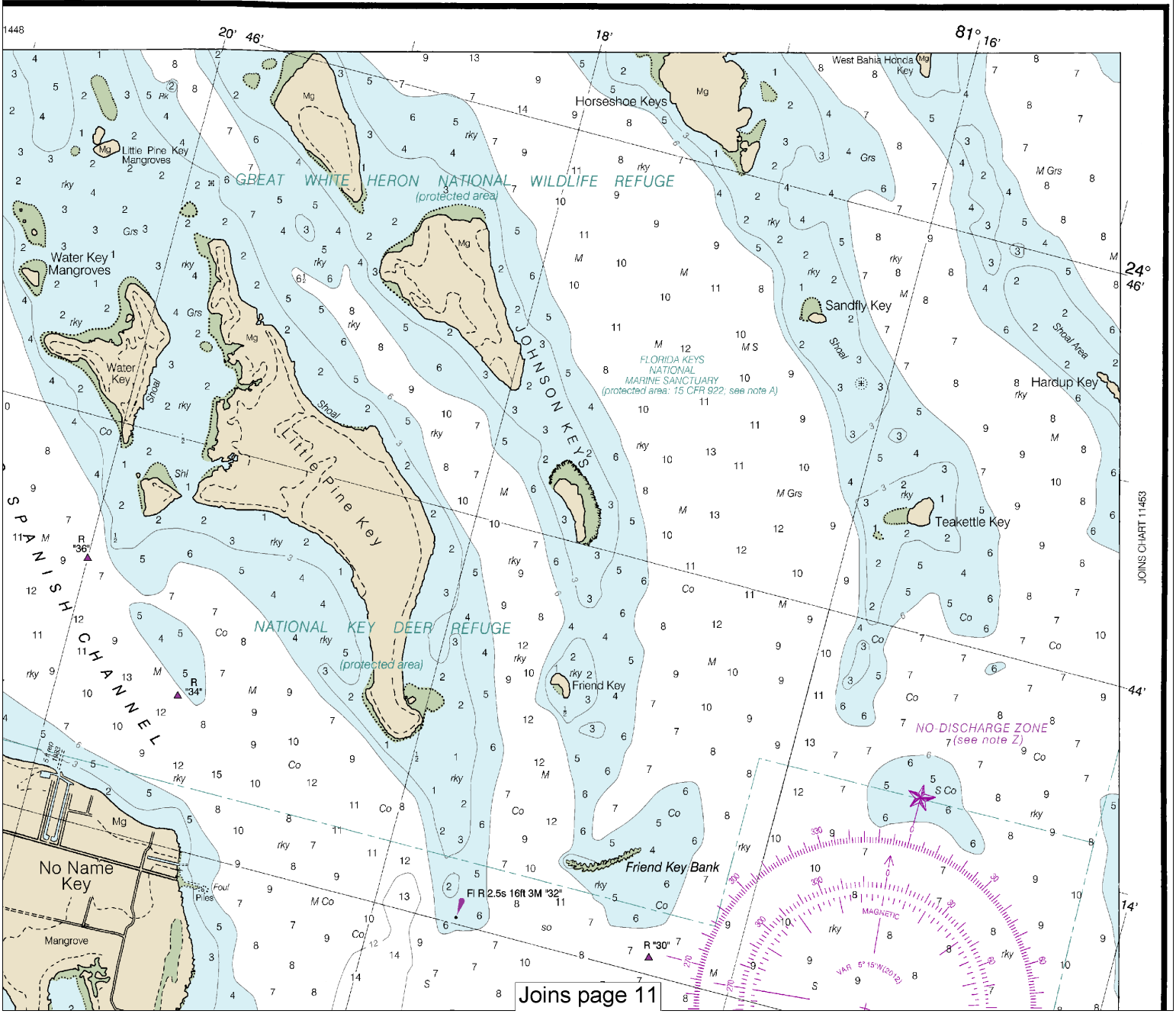
TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Raccoon Key	(24°44.5'N/81°29.3'W)	- - -	1.8	- - -
Bahia Honda Key, Bahia Honda Channel	(24°39.3'N/81°16.9'W)	1.5	1.3	0.1
Water Key, west end, Big Spanish Channel	(24°44.4'N/81°20.5'W)	1.5	1.2	0.2
Munson Island, Newfound Harbor Channel	(24°37.4'N/81°24.2'W)	1.8	1.5	0.2
Sugarloaf Key, Pirates Cove	(24°39.2'N/81°30.9'W)	1.2	0.9	0.2
Sugarloaf Key, north end, Bow Channel	(24°41.6'N/81°33.3'W)	2.3	2.0	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

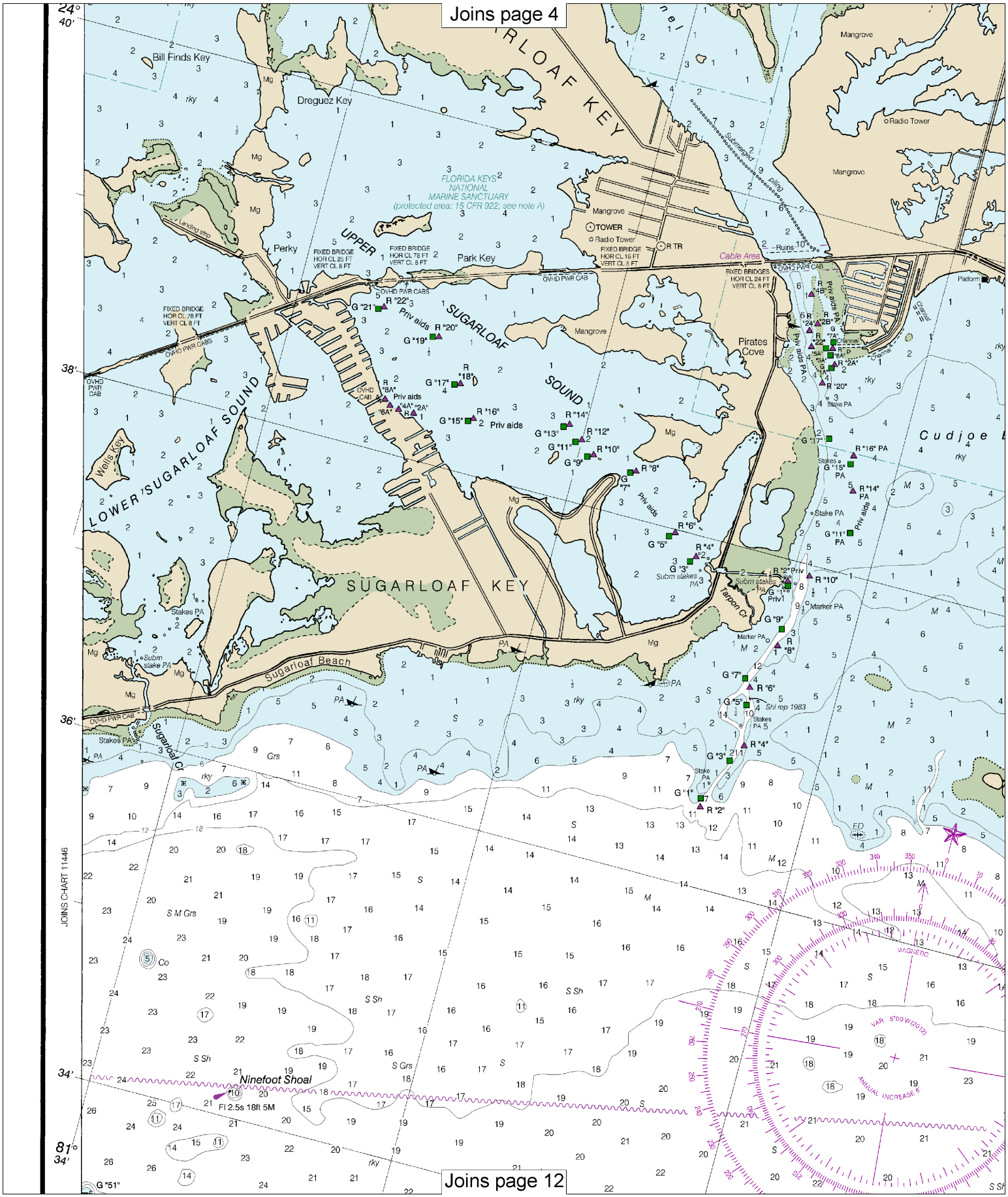
(May 2012)

SOUNDINGS IN FEET



Joins page 11

Last Correction: 10/22/2015. Cleared through:
LNM: 2416 (6/14/2016), NM: 2716 (7/2/2016)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
Knockemdown Key
Mangrove
KEMP CHANNEL
CUDJOE KEY
Mud Flats
Little Knockemdown Key
Shoal Area
NATIONAL KEY DEER REFUGE
(protected area)
Niles Channel
Howell Key
Middle Torch Key
Summerland Key
Bay
Gopher Key
Venture Key
Out Key
Venture Out Keys
Ramrod Key
Little Torch Key
Pye Key
Key Lois
(Loggerhead Key)
Newfound Harbor
Newfound Harbor Channel
Munson I
Big Munson
Cockroach Bay
Hopkins
Mud and grass
Rocks grass and
Fl R 6s 16ft 5M "50A"
Fl R 4s 16ft 5M "2"
Fl R 2.5s 16ft 5M "50"
Newfound Harbor Key
24 (sanctuary preservation area; see note A)
2 Fl 4s 13ft PA Priv
FIXED BRIDGE HOR CL 65 FT VERT CL 15 FT
FIXED BRIDGE HOR CL 93 FT VERT CL 40 FT
FIXED BRIDGE HOR CL 75 FT VERT CL 8 FT
FIXED BRIDGE HOR CL 85 FT VERT CL 15 FT
MICRO TR
Tide Sta
Cable Area
Pipeline & Cable Area
Subm pipe
Subm pipes
Subm stake PA
Sign PA
Priv aids
Stakes PA
Marker
Markers
Piles
Ramp
Shoal
Breakers
Co
Mg
M Grs
Grs
Rky
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PD

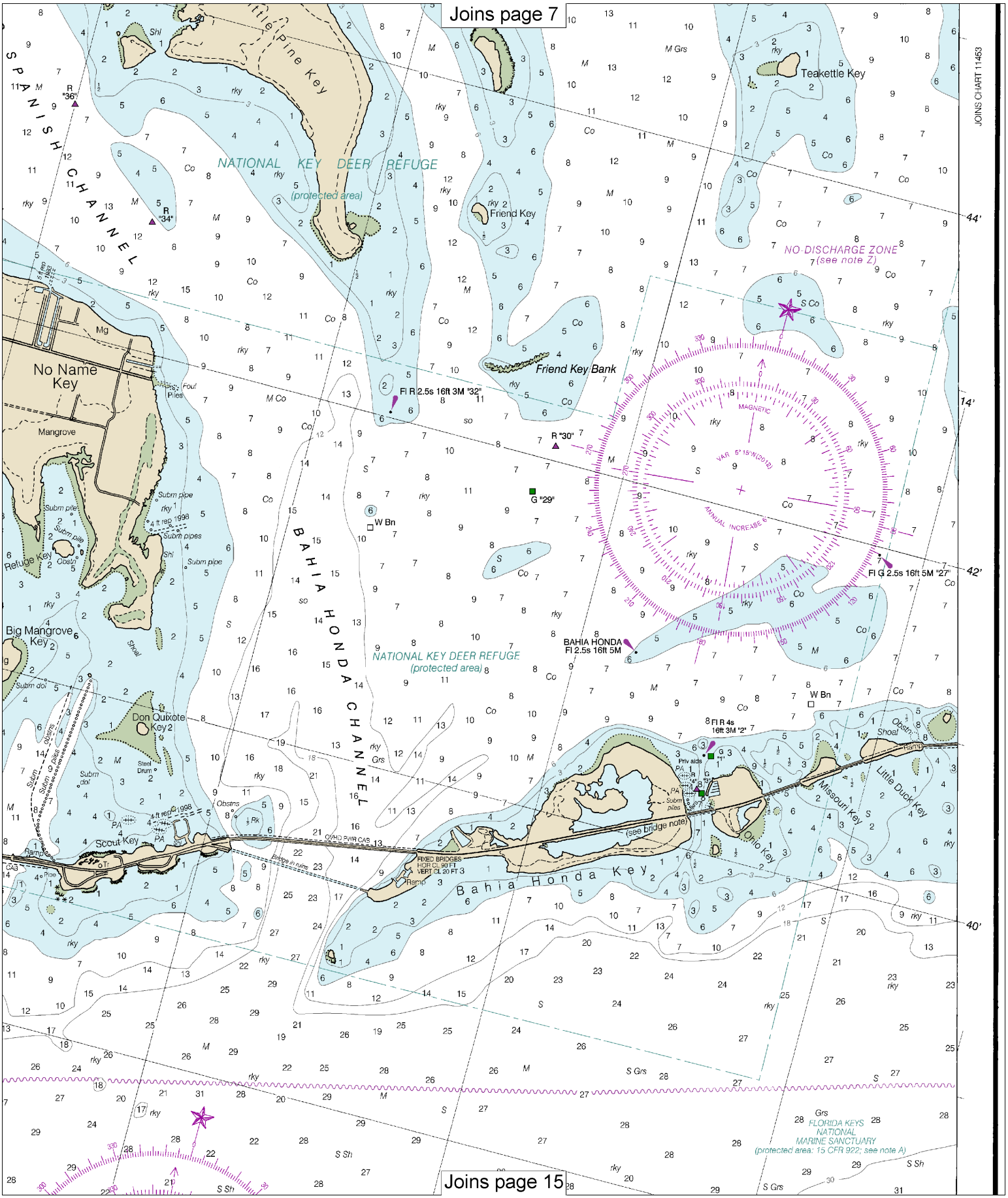
Note: Chart grid lines are aligned with true north.

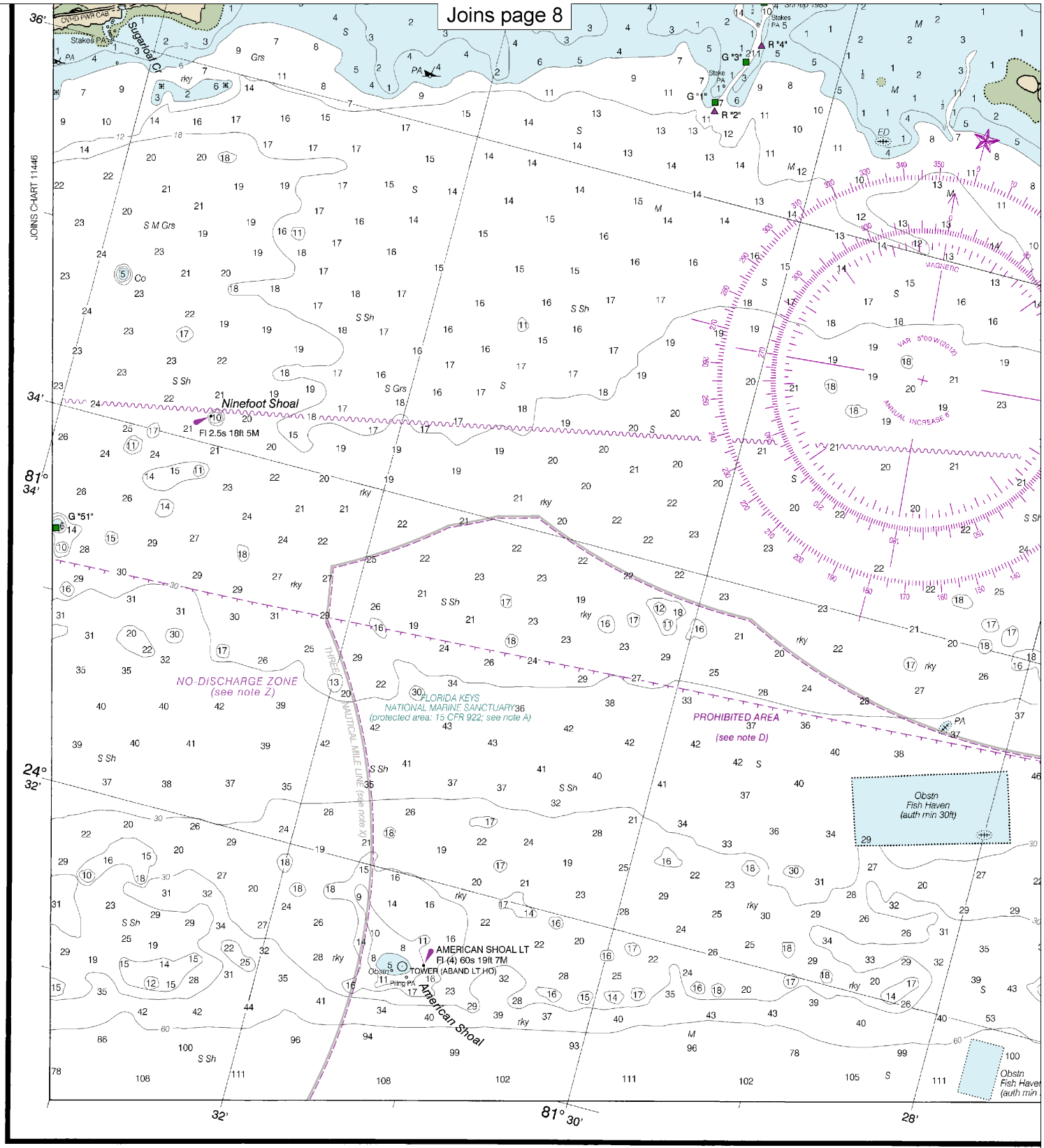
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Joins page 15
JOINS CHART 11453
SPANISH CHANNEL
Little Pine Key
NATIONAL KEY DEER REFUGE
(protected area)
Teakettle Key
Friend Key
Friend Key Bank
NO DISCHARGE ZONE
(see note Z)
No Name Key
Mangrove
Fl R 2.5s 16ft 3M "32"
R "30"
G "29"
W Bn
MAGNETIC
VAR 5° 15'W(2012)
ANNUAL INCREASE 6'
Fl G 2.5s 16ft 5M "27"
BAHIA HONDA CHANNEL
BAHIA HONDA
Fl 2.5s 16ft 5M
NATIONAL KEY DEER REFUGE
(protected area)
Big Mangrove Key
Don Quixote Key
Fl R 4s
16ft 3M "2"
Priv aids
Missouri Key
Little Duck Key
Ohio Key
Scout Key
(see bridge note)
FIXED BRIDGES
HOR CL 90 FT
VERT CL 20 FT 3
Bahia Honda Key
FLORIDA KEYS
NATIONAL
MARINE SANCTUARY
(protected area: 15 CFR 922; see note A)
44'
42'
40'



31st Ed., May 2012

11445

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS

Last Correction: 10/22/2015. Cleared through:
LNM: 2416 (6/14/2016), NM: 2716 (7/2/2016)

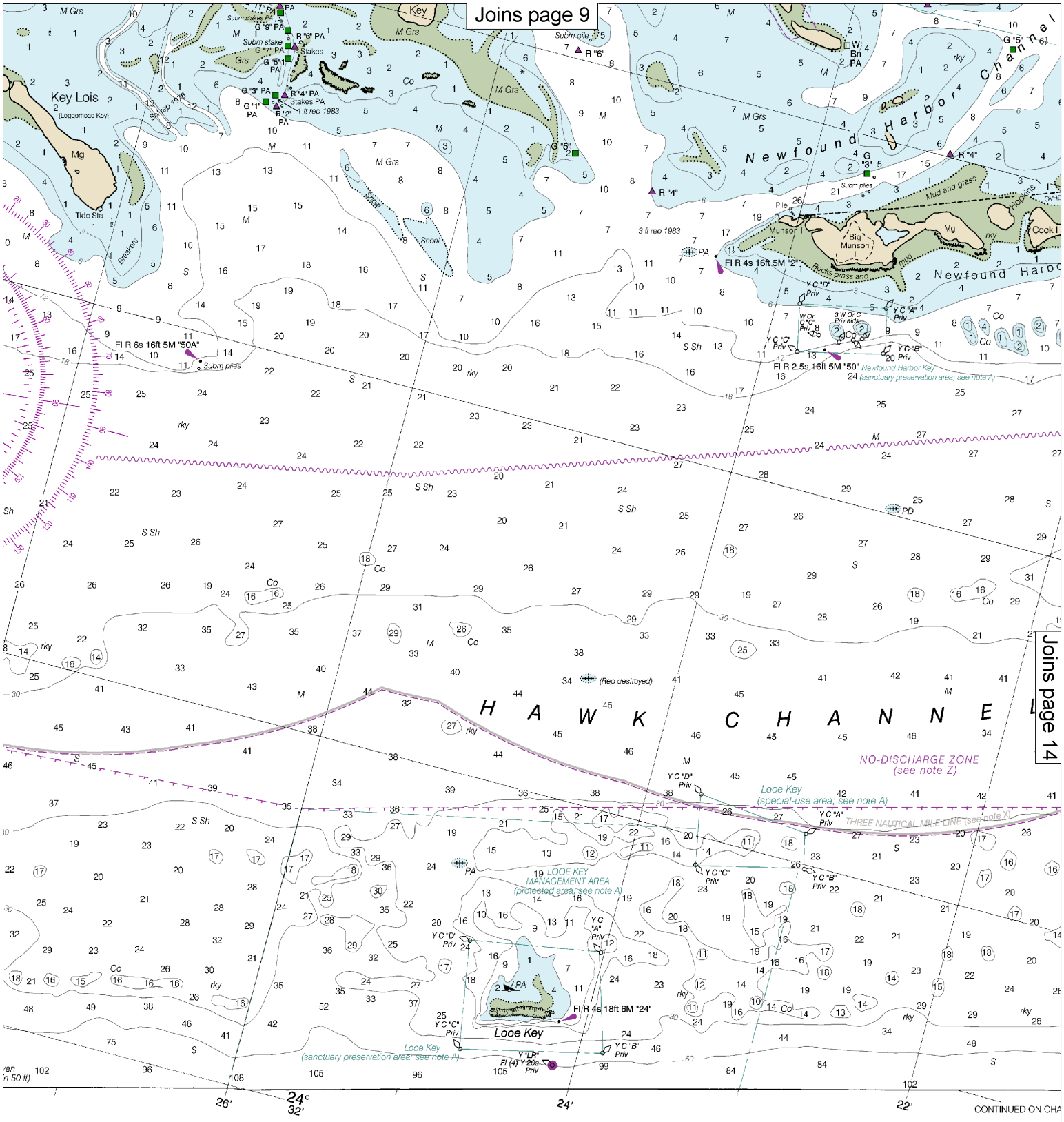
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



S IN FEET

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATIO
NATIONAL OCEAN SERVICE
COAST SURVEY

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

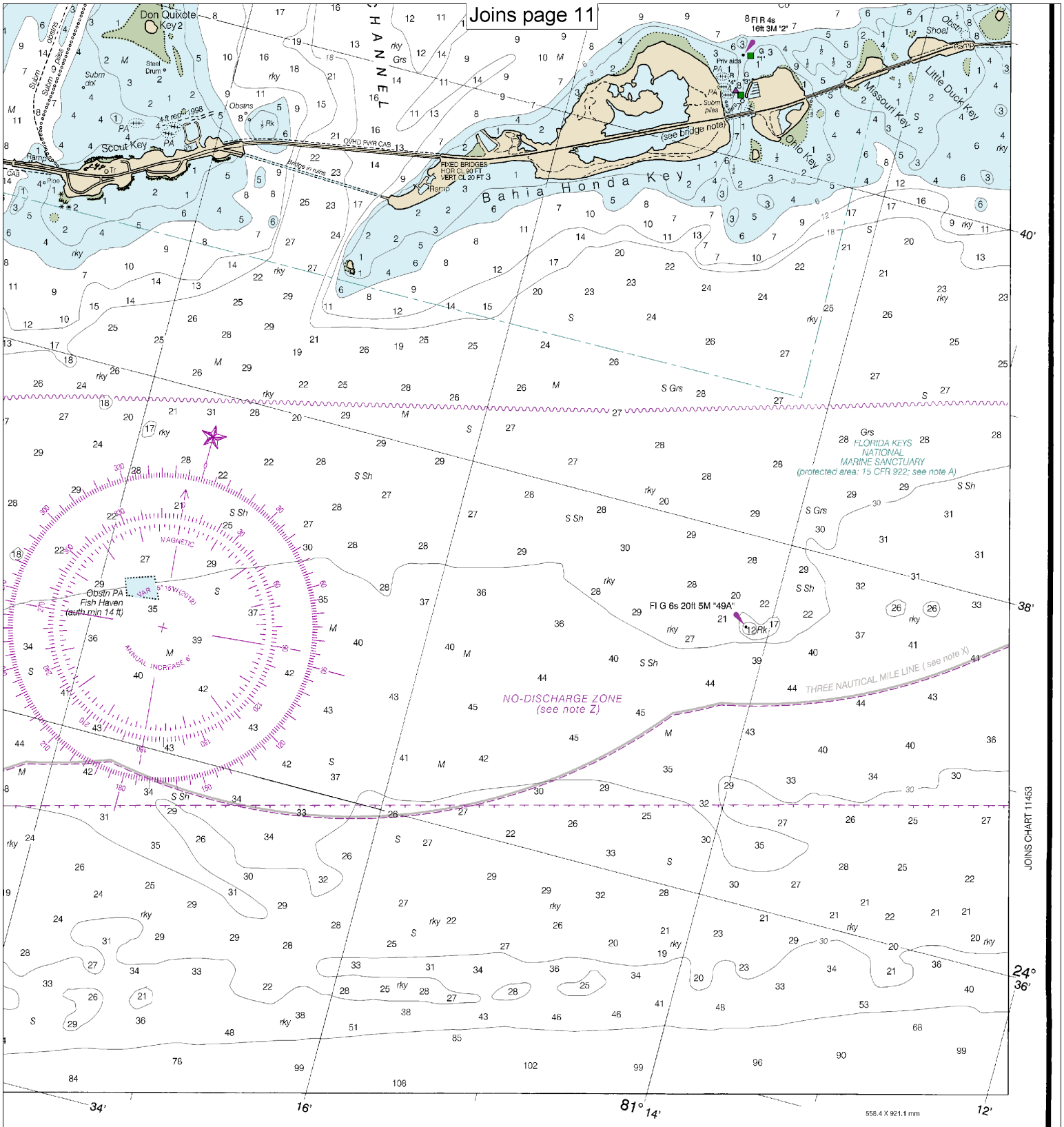
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Bahia Honda Key to Sugarloaf Key

SOUNDINGS IN FEET - SCALE 1:40,000

11445

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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